

Tabletop Exercise

King County Airport Police/ARFF

30 Sept 1996

A tabletop Exercise was held on 30 Sept. 1996 at the Boeing Fire Department Emergency Operations Center (EOC).

Participating agencies were:

Seattle Fire Department
Tukwila Fire Department
Boeing Fire Department
King County Airport Police/Fire Department

The scenario was a large aircraft crash. The initial calls went into the above Fire departments saying that there was a large plane crash on the airport and the Base area was at the Boeing Fire Department area.

Seattle Fire, Chief Vickery, stated that the initial response would be:

5 engine companies
1 medic unit
1 aid unit
2 Chiefs
2 ladder companies
Rescue 14
Air supply
foam standby truck
A total of 35 persons would be in this response

Tukwila Fire, Chief Olivas, stated that the Tukwila response would be:

2 engine companies
1 ladder
1 aid
1 medic
1 chief
A total of 14 people would be in their response.

Boeing Fire, Chief Johnson, stated the Boeing response would be:

3 ARFF vehicles (2 - 3000 gal. & 1 5000 gal)
A total of 6 people would be in their response.

King County Airport Police/Fire, Chief Olson, stated that the Airport response would be:

2 ARFF vehicles (1 - 1500 gal & 1 - 500 gal)
A total of 2 people would respond.

The Incident Command system would be utilized. The Senior Airport member would assume Incident Command and use a Seattle engine company for staff. A Seattle or Tukwila Chief would be delegated operations and appoint the Boeing senior member to fire suppression. A Seattle engine company would be appointed to Base/staging. A fire officer would be appointed to the rescue duty. The first arriving medic unit would become medical command.

A Chief from Seattle or Tukwila would be appointed Logistics and assign persons to the Rehab, communications and equipment functions.

An airport Maintenance or Administration person would be appointed to planning.

Seattle or Tukwila would supply a PIO from an on-call person.

A Safety Officer would be appointed from Seattle fire who has a dedicated safety person respond.

It became clear that additional people were needed as the crash site was determined to be an MCI. Seattle stated they could send a second response the same as the initial response or a 3rd if needed. Tukwila stated they could get a second response if needed by going to Zone 3.

Communications were determined to be Boeing Fire for the command frequency and other Seattle, King County and Tukwila frequencies for other functions as needed. In the future the Zone 3 frequency would be used for talk groups. (Not all agencies are in service on the 800 mhz).

Items needed that were not readily available from the airport were:

IC vests for all functions
Checklists for all functions
Large maps
Status boards

IF 2ND
SFD(211) - THEY DISPATCH COMM VAN

KING COUNTY AIRPORT INCIDENT COMMAND

SFD "STANDARD CRASH RESPONSE TO KCA

- 5 ENG COMP
- MEDIC UNIT
- AID UNIT
- 2 CHIEFS
- 2 LDR COMP (RESCUE 14)
- AIR SUPPLY FORM-STANDBY (35 PEOPLE)

2 TEL
2 CHIEFS
5 ENG
CAN DOUBLE OR TRIPLE

INCIDENT COMMAND

KCA Senior + SEA ENG FOR STAFF

TABLE TOP
9-30-96
1005

KCA
BOE
SFD
TLK

CHIEF
VICKERY
SUGGEST
VESTS
FOR FIRE SA
P10 RESCUE
MEDICAL
OR BLANK

6-12

SEA
SAFETY

FIRE (BOE CHIEF)

PUBLIC INFORMATION OFFICER

SEA 1ST
TLK - 2ND

CPT (BOE)
KING 1ST
THEN FIRST
SEATTLE FIRE
ARRIV CHIEF BECOMES
OPERATIONS
(OR TLK)

"TLK" STANDARD

- 2 ENG
- 1 LAR
- 1 AID
- 1 MEDIC
- 1 CHIEF
- (14 PEOPLE)

PLANNING
KCA MAINT CHIEF
+ SEA FIRE POLICE
POLICE SPD TLK

OPERATIONS

BOE OFFICER (SEA FIRE)

LOGISTICS
TLK WILA

- MEDIC AID
- REHAB FIRE PEOPLE
- COMMUNICATIONS
- EQUIPMENT

FRED WILL
KCA USE BOEING

STAGING/BASE
SEATTLE FIRE (POSS ENG 27)

BOE 1ST

FIRE/SUPPRESSION

RESCUE

MEDICAL

+ COULD GET 10 MORE FROM BOE REPAIR ETC
BOE CREW

1ST-INTERIOR
2-
+ BACK-UP

ASSIST EVAC
THEN INTERIOR
(ATTACK)
RESCUE

SEATTLE FIRE 1ST MEDIC UNIT ARRIVING
THEN TLK MEDICAL

SEATTLE FIRE - (RESCUE COM + ENG COMP)

KCA
2 PEOPLE
1500-
500-